Funding Opportunity Announcement (FOA) FY27 Medium-Duty and Heavy-Duty Zero-Emission Vehicle (MHD ZEV) Grant Program

Type of Program:	Competitive Grant
Target Audience:	Public school districts, school bus vendors contracted with public school districts, commercial and industrial entities, agricultural, fleet operators, manufacturers of medium-duty and heavy-duty vehicles and equipment
Program Webpage:	https://energy.maryland.gov/transportation/Pages/MediumandHeavyDutyGrant.aspx
Issue Date:	07/01/2026
Modification Date:	09/11/2026
Application Deadline:	**3:00 PM Eastern Time** September 29, 2026 through the My MEA portal
Application Submission through My MEA:	MEA.maryland.gov
Anticipated Notification of Grant Award or Non-Award:	Spring 2027

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1. Program Purpose:

The Fiscal Year 2027 (FY27) Medium-Duty and Heavy-Duty Zero-Emission Vehicle Grant Program (MHD ZEV) supports the purchase or lease of electric vehicles, specifically: (a) medium-duty or heavy-duty zero-emission commercial or industrial fleet vehicles; (b) zero-emission heavy equipment property for commercial or industrial use; or (c) electric school buses that serve Maryland public school students, which include charter schools. Supplemental funding is also available to pair electric vehicle purchases with the installation of new charging infrastructure.The program is codified in §9–2011 of the State Government article, Annotated Code of Maryland and represents the state's commitment to reducing greenhouse gas emissions and promoting cleaner transportation solutions.

2. Type of Grant Program:

This grant program is offered statewide on a competitive basis.

3. Application Deadline:
3:00 PM Eastern Time September 29, 2026

4. Program Description:

Competitive grants are available for the purchase or lease of the following types of vehicles:

1. **On-road vehicles** means medium-duty or heavy-duty zero-emission commercial or industrial fleet vehicles;
2. **Off-road vehicles** means zero-emission heavy equipment property for commercial or industrial use; or
3. **Electric school buses** mean buses that serve Maryland public school students (including charter schools), whether owned by local education agencies or managed by 3rd-party bus contractors or private fleet vendors.

Applicants requesting funding for **on-road vehicles** or **electric school buses** may request supplemental funding for eligible charging infrastructure. Applicants requesting funding for **off-road vehicles** are **NOT** eligible to request supplemental funding for eligible charging infrastructure.

5. Program General Provisions:

MEA will enter a grant agreement with the grantee that includes standard requirements referred to as "Program General Provisions". MEA provides a copy of these provisions ("General Provisions v3 2.11.22") on its website here[1], and is provided as Attachment A to this FOA.

6. Law and Regulations:

MEA grant programs funded by the Strategic Energy Investment Fund (SEIF) are subject to section 9-20B-05 of the State Government article and the regulations found in COMAR 14.26.02. To access these regulations, click here[2] and use the sidebar "Regulations by Title" to navigate to: 14 - Independent Agencies → 26 - MARYLAND ENERGY ADMINISTRATION → 02 - Maryland Strategic Energy Investment Program.

The program is codified in §9–2011 of the State Government article, Annotated Code of Maryland

7. Anticipated Program Budget:

The initial budget is anticipated to be $10,000,000 for eligible vehicles and $2,500,000 for eligible charging infrastructure. The initial budgets may be more or less, depending on the funding sources, the amount available and restrictions on each funding source, and the number and quality of applications received.

See Section 10 "Eligible Activities: Vehicles", Section 11 "Eligible Activities: Supplemental Charging Infrastructure," Section 13 "Minimum Eligibility Requirements: Vehicles" and Section 14 "Minimum Eligibility Requirements: Supplemental Charging Infrastructure" below for the allowable uses of funding and restrictions on funding.

8. Grant Amount:

8.1. **Grant Amount for Vehicles**

The applicant must request funding for vehicles. The grant amount will be calculated based on the vehicle type and incremental cost estimates using the following formulas in Table 1 on the following page.

[1] https://energy.maryland.gov/SiteAssets/Pages/all-incentives/General%20Provisions%20v3%202.11.22.pdf
[2] Code of Maryland Regulationshttps://dsd.maryland.gov/Pages/COMARSearch.aspx

Table 1. Grant Amount Formula for Vehicles

Vehicle Type	Grant Amount Formula	Minimum Individual Grant Amount	Maximum Individual Grant Amount
On-Road	75% of the incremental cost between the proposed ZEV and the conventional vehicle cost, as documented in the provided quotes in the application, up to the maximum amount	$50,000	$2,500,000
Off-Road			$500,000
Electric School Buses - Type A		$300,000	$1,500,000
Electric School Buses - Type C			$2,000,000
Electric School Buses - Type D			$1,500,000

8.2. **Supplemental Grant Amount for Charging Infrastructure**

8.2.1. An applicant who requests funding for on-road vehicles or electric school buses (but not off-road vehicles) may request supplemental funding for charging infrastructure. The supplemental grant amount will be calculated using a formula, based on ownership structure, EV charger type, power level per charging port, and number of ports as shown in Table 2 on page 7.

8.2.2. Dual port charging systems capable of simultaneous charging at the stated power level (capacity) will receive funding for each charging port. Dual port charging systems that are not capable of simultaneous charging at the stated power level will be treated as a single port charging system. If the proposed equipment is dual-port, incentives are calculated based on the power level per charging port, while both are in use.

8.2.3. Ownership Structure Definitions:

8.2.3.1. **Owner Operated**: The Electric Vehicle Supply Equipment (EVSE) is owned and managed directly by the entity that owns the property/site where the charger is installed. The charging is provided directly by the owner of a property to benefit residents, employees, and community members, where cost recovery is limited to actual direct operating costs. Examples might include a local government that owns and operates EV chargers at a public library, a local business owner who contracts with an EV installation company to install a charger in their carwash parking lot (the carwash owner will own and operate the charger and price of charging post-commissioning), or a local education agency.

8.2.3.2. **Third Party Owner Operator**: A site host or property owner leases space to another entity that operates and owns the EVSE. The third party sets prices for end users to charge their EVs, and is responsible for ongoing operation and maintenance. Examples might include charging-as-a-service (CaaS) providers[3], EV network providers, or another third party other than the site host or property owner (such as a bus contractor).

[3] See Section 2.3.5 Charging as a Service definition in Department of Energy's (DOE) guide on page 9: https://www.energy.gov/sites/default/files/2025-08/federal-workplace-charging-program-guide_08-2025.pdf

Table 2. Grant Amount Formula for Supplemental Charging Infrastructure

Vehicle Type for which applicant requested funding	Ownership Structure	Power Level per Charging Port	Incentive per Charging Port	Minimum # Ports per Applicant	Maximum # Ports per Applicant[4]
On-Road	Owner-Operated	6-17 kW	$7,000	2 ports	6 ports
		18-49 kW	$15,000		
		50-149 kW	$45,000		
	Third Party Owner Operated	6-17 kW	$5,000		
		18-49 kW	$12,000		
		50-149 kW	$35,000		
Electric School Buses	Owner-Operated	6-17 kW	$15,000	2 ports	12 ports
		18-49 kW	$30,000		
		50-149 kW	$65,000		
	Third Party Owner Operated	6-17 kW	$10,000		
		18-49 kW	$20,000		
		50-149 kW	$50,000		

8.3. Grant Reimbursement Condition

Regardless of the calculated total grant amount, grant funds are disbursed as reimbursements in arrears and will be limited to eligible expenses with supporting evidence, such as receipts and invoices.

[4] An applicant may install more ports than the maximum, however MEA funding will only cover the maximum ports listed below.

9. Eligible Applicants:

9.1. The following types of entities are eligible to apply:
- 9.1.1. Incorporated towns, cities, and counties of Maryland
- 9.1.2. Incorporated Nonprofit entities
- 9.1.3. Local education agencies
- 9.1.4. Businesses and limited liability companies, including:
  - 9.1.4.1. Bus contractors under contract or commitment with local education agencies
  - 9.1.4.2. Manufacturers of medium-duty and heavy-duty vehicles and equipment
- 9.1.5. Maryland Institutions of Higher Education accredited by the Middle States Association of Colleges and Schools, Commission on Higher Education are eligible to apply with the following notable exceptions:
  - 9.1.5.1. Public senior higher education institutions – as defined in §10–101(m) of the Education Article, Annotated Code of Maryland[5] – are ineligible to apply;
  - 9.1.5.2. Any institution of higher education for which funds were appropriated from the Strategic Energy Investment Fund (SEIF) in the FY27 budget.

9.2. A 3rd party may apply to purchase a vehicle and lease the vehicle to a commercial or industrial user. If so, the applicant and the user of the vehicle must both be eligible entity types listed in Section 9.1.

9.3. See Section 10 "Eligible Activities: Vehicles," Section 11 "Eligible Activities: Supplemental Charging Infrastructure," and Section 12 "Ineligible Applicants and Activities" below for the allowable use of funds and restrictions on funding.

10. Eligible Activities: Vehicles

For all eligible vehicle categories, applicants are not required to replace an existing conventional vehicle in their fleet, nor is there any scrappage requirement. However, projects that replace or retire existing gasoline or diesel vehicles or equipment will be viewed more favorably during the application review process.

[5] https://mgaleg.maryland.gov/mgawebsite/Laws/StatuteText?article=ged&section=10-101&enactments=false

10.1. **On-road vehicles**

10.1.1. On-road vehicle means newly manufactured medium-duty or heavy-duty zero-emission commercial or industrial fleet vehicles;

10.1.2. Electric school buses that serve Maryland private school students are categorized as on-road vehicles;

10.1.3. **For emergency vehicles associated with life safety activities only**: a Range Extended Electric Vehicle (REEV) is eligible. A Range Extended Electric Vehicle has an all-electric drivetrain and equipment with a diesel energy backup system to ensure delivery of emergency services.The electric motor drives the wheels almost all of the time, but the vehicle can switch to work like a parallel hybrid at highway speeds when the battery is depleted.

10.2. **Off-road vehicles**

10.2.1. Off-road vehicle means zero-emission heavy equipment property for commercial or industrial use;

10.2.2. Zero-emission heavy equipment property means construction, earthmoving, or industrial heavy equipment (including any attachment for the equipment) that must be mobile and does not use an internal combustion engine. Eligible zero-emission heavy equipment property include:

10.2.2.1. a self-propelled vehicle that is not designed to be driven on the highway; and

10.2.2.2. industrial electrical generation equipment, industrial lift equipment, industrial material handling equipment, or other similar industrial equipment.

10.3. **Electric School Buses**

10.3.1. Electric school bus means an electric bus that serves Maryland public school students, whether owned by local education agencies or managed by 3rd-party bus contractors or private fleet vendors;

11. <u>Eligible Activities: Supplemental Charging Infrastructure</u>

Eligible expenses for EV charging infrastructure include:

11.1. EV Site Location Engineering and Design: capacity analyses, site plans or drawings, electrical diagrams, and costs for electrical and construction permitting;

11.2. Utility and Electrical Upgrades: breakers, electric panels, transformers, switchgear, emergency shutoff switches, cables/wiring, and conduit;

11.3. Construction (site preparation, demolition, and installation activities): including grading, trenching, paving, filling, sealing, and mounting;

11.4. Equipment: chargers, cables, connectors, and pedestals;

11.5. Operations and Supported Costs: warranty-related costs, network-related costs (such as data plans, contracts, or subscription fees), ADA compliance-related costs, EV-related signage, and site lighting (if not already in place).

12. Ineligible Applicants and Activities:

12.1. Ineligible applicants and ineligible activities under this FOA may be eligible for other incentive programs instead. To learn more:

12.1.1. A copy of the General Notice of Intent for Fiscal Year 27 (FY27) Maryland Energy Administration Energy Programs[6] is available on MEA's website here.[7]

12.2. Specific ineligible applicants and activities for vehicle funding under this FOA include but are not limited to:

12.2.1. Electric school buses that serve Maryland private school students are categorized as "on-road vehicles" and are not eligible to apply under the "Electric School Bus" category;

12.2.2. Applications from federal or state agencies;

12.2.3. Applications from public senior higher education institutions, as defined in §10–101(m) of the Education Article, Annotated Code of Maryland.[8] Specifically:

12.2.3.1. The constituent institutions of the University System of Maryland and the University of Maryland Center for Environmental Science;

12.2.3.2. Morgan State University; and

12.2.3.3. St. Mary's College of Maryland.

12.2.4. Applications from any institution of higher education for which funds were appropriated from the SEIF in the FY27 budget.

12.2.5. Vehicles used for individual or personal activities;

12.2.6. Vehicles purchased for resale;

[6] Please note the General Notice of Programs is provided for planning purposes only. Each individual Program Funding Opportunity Announcement (FOA) will include specific program requirements. Program names and details may change based on the final program design and stakeholder feedback.

[7] https://energy.maryland.gov/SiteAssets/Pages/all-incentives/FINAL%20FINAL%20ACCESSIBLE%20FY27%20General%20Notice%20of%20Upcoming%20Programs.pdf

[8] https://mgaleg.maryland.gov/mgawebsite/Laws/StatuteText?article=ged&section=10-101&enactments=false

12.2.7. Personal passenger vehicles
12.2.8. Non-fleet vehicles;
12.2.9. Parallel plug-in hybrid electric vehicles;
12.2.10. Neighborhood electric vehicles (NEVs);
12.2.11. Low-speed vehicles (LSVs);
12.2.12. Retrofitted vehicles, meaning any vehicle that is not new;
12.2.13. Repowered vehicles, meaning used vehicles that have had the existing diesel/gasoline engine replaced with a new engine, motor, drivetrain, battery, and/or other alternative fuel vehicle drive and fuel storage component;
12.2.14. MEA will not provide funding for projects retroactively. Vehicles must not be ordered and/or purchased prior to execution of the grant agreement or commitment letter at MEA’s discretion. Vehicles that were awarded in FY24-26 cannot apply for those same funds in FY27.

12.3. Specific ineligible activities for supplemental charging infrastructure under this FOA include but are not limited to:
12.3.1. Applications requesting funding for charging infrastructure that is not paired with a funding request for on-road vehicles or electric school buses;
12.3.2. General expenses such as monitoring, oversight, and administrative costs, which are expected to be covered by the grantee;
12.3.3. Level 1 chargers and individual residential chargers;
12.3.4. Planning, engineering, or design costs if the project has already received MEA funding from the Community EVSE Grant Program;
12.3.5. Costs related to lightning protection, CCTV, spare parts, and high-end communication systems;
12.3.6. Travel expenses, food, refreshments, and marketing costs;
12.3.7. Purchase of electric vehicles, site acquisition costs, and lease payments.

12.4. MEA programs will not award grants to projects that violate or conflict with the Fossil Fuels Policy. For more information, please review the Fossil Fuel Policy provided as FOA Attachment B.

12.5. **Duplicate Funding Restrictions**:
12.5.1. An applicant cannot receive more than one MEA incentive for the same project scope at the same location, including stacking funding from the MEA Clean Fuels Incentive Program (CFIP), MEA

Alternative Fuel Infrastructure Program ("AFIP"), the MEA Community Electric Vehicle Supply Equipment (EVSE) Grant Program, or the MEA Medium-Duty and Heavy-Duty Zero-Emission Grant Program ("MHD ZEV Grant Program").

12.5.2. An applicant is ineligible for MEA funding for the same project scope at the same location, if the applicant has secured or applied for funding from another Maryland state-funded program, such as the State's VW Environmental Mitigation Trust Fund.

12.6. **Prior Expenses Restrictions**: MEA will not disburse grant funds for costs incurred prior to the Effective Date of the Grant Agreement unless MEA agrees otherwise in writing.

13. Minimum Eligibility Requirements: Vehicles

To be considered a complete application and to be evaluated as set forth in Section 17 "Competitive Evaluation Criteria: Vehicles", the following requirements must be met:

13.1. **Ability to Comply with General Provisions**: The General Provisions are provided as FOA Attachment A.

13.2. **Ability to Comply with Fossil Fuel Policy**: The Fossil Fuel Policy is provided as FOA Attachment B.

13.3. The applicant must have an established Employer Identification Number ("EIN", sometimes referred to as a "taxpayer identification number," or "TIN") when the application is submitted.

13.4. **Compliance with Relevant Certifications, Licenses, and Requirements**: The Grantee shall be responsible for compliance with the following:

13.4.1. **Authority to Operate in Maryland**: All work performed on behalf of the Grantee pursuant to a Grant Agreement shall be carried out by the Grantee's staff and contractors holding all necessary Maryland certifications and licenses. Any business or nonprofit organization operating in Maryland with which the Grantee contracts or partners to carry out the purposes of the Grant shall be registered and in good standing with the Maryland State Department of Assessments and Taxation[9], if applicable.

13.4.2. All work performed pursuant to a Grant shall comply with all applicable local, State, and federal building codes and other applicable laws and regulations.

13.5. **Nonprofit applicants only**: Ability to provide a letter from the Internal Revenue Service attesting to the tax-exempt status of the organization. If a letter from the Internal Revenue Service attesting to tax exempt status is not available, an applicant may provide alternative documentation for MEA to review on a case-by-case basis.

13.6. **Prior Expenses Restrictions**: MEA will not disburse grant funds for costs incurred prior to the Effective Date of the Grant Agreement unless MEA agrees otherwise in writing.

13.7. **Duplicate Funding Restrictions**:

13.7.1. An applicant cannot receive more than one MEA incentive for the same project scope at the same location, including stacking funding from the MEA Clean Fuels Incentive Program (CFIP), MEA Alternative Fuel Infrastructure Program ("AFIP"), the MEA Community Electric Vehicle Supply Equipment (EVSE) Grant Program, or the MEA Medium-Duty and Heavy-Duty Zero-Emission Grant Program ("MHD ZEV Grant Program").

13.7.2. An applicant is ineligible for MEA funding for the same project scope at the same location, if the applicant has secured or applied for funding from another Maryland state-funded program, such as the State's VW Environmental Mitigation Trust Fund.

13.8. **Ability to Enter into a Grant Agreement**: Each applicant awarded a grant under the Program must enter into a formal Grant Agreement with MEA, before requesting payment of any grant funds.

13.9. **Grant Implementation Period**: Any project funded under the Program must complete the project, including all milestones and required reporting documents, within approximately **24** months of an executed grant agreement.

13.10. If MEA determines that any activity undertaken violates or conflicts with the Grant Agreement, MEA may rescind the Grant or take any other

[9] https://dat.maryland.gov/pages/default.aspx

appropriate action, as determined by MEA.

13.11. **Applicant requesting a grant greater than $1,000,000 only**: The applicant must be able to provide, if asked, the most recent two years' audited, reviewed or compiled financial statements.

13.12. **Project Narrative**: The applicant must be able to provide a Project Narrative as described in Section 15 "Required Application Documents: Vehicles".

13.13. **Vehicle Use, Specifications, and Registration**

13.13.1.1. The vehicle must be purchased new;

13.13.1.2. The use of the vehicle(s) must be commercial or industrial;

13.13.1.3. The vehicle must be a Class 3 through 8 on-road battery electric vehicle (BEV) or hydrogen fuel cell electric vehicle (FCEV);

13.13.1.4. The vehicle must be rated at more than **10,000 pounds** gross vehicle weight rating (GVWR);

13.13.1.5. The vehicle must be registered in Maryland;

13.13.1.6. The commercial or industrial user of the vehicle(s) must own/lease at least three (3) vehicles total of any type, including vehicles already owned/leased at the time of application and the new vehicle(s) proposed for purchase with program funding. The existing vehicles in the fleet at the time of application do not need to be zero-emissions. ~~MHD ZEVs after program awards to be eligible~~. These vehicles must be domiciled at a non-residential place of business. Leased vehicles should be operated in the State past the lease term to extend the lifetime of the ZEVs.

13.13.1.7. The vehicle must be domiciled and primarily operated within the State for no less than one (1) year from the vehicle(s) delivery (dates);

13.13.1.7.1. Should a grantee decide to redeploy out of state, sell, or otherwise take out of service a vehicle funded through the Program before the end of the one year period, the grantee may be required to repay the grant.

13.13.1.8. **Electric School Buses only**: If the new electric school bus will be replacing an older diesel school bus the applicant must state in the application the Model Year (MY) of the replaced bus (must be MY 2017 or older diesel buses).

13.14. **Leased Vehicles Only**: If the vehicle is under a lease agreement, the applicant must provide a copy of the master lease agreement, as described in Section 15 “Required Application Documents: Vehicles.”

13.15. **Contractual Agreement or Letter of Commitment: On-Road and Off-Road Vehicles Only**

13.15.1. If the applicant is the commercial or industrial user of the vehicles and the site host is a 3rd party who will maintain and operate the vehicles: the applicant must provide a letter of commitment or contractual agreement as described in Section 15 “Required Application Documents: Vehicles”.

13.15.2. If the commercial or industrial user of the vehicles is the site host who will maintain and operate the vehicles and the applicant is a 3rd party: the applicant must be able to provide evidence of a contractual agreement with the site host as described in Section 15 “Required Application Documents: Vehicles”.

13.15.3. If a 3rd party is the applicant and site host who will maintain and operate the vehicles: the applicant must be able to provide evidence of a contractual agreement with the commercial or industrial user of the vehicles as described in Section 15 “Required Application Documents: Vehicles”.

13.15.4. If the commercial or industrial user of the vehicles is the applicant and site host: this requirement is not applicable.

13.16. **Contractual Agreement or Letter of Commitment: Electric School Buses Only**

13.16.1. If the applicant is the LEA and the site host is a 3rd party who will maintain and operate the vehicles: the applicant must provide a letter of commitment or contractual agreement as described in Section 15 “Required Application Documents: Vehicles”.

13.16.2. If the LEA is the site host who will maintain and operate the vehicles and the applicant is a 3rd party: the applicant must be able to provide evidence of a letter of commitment or contractual agreement with the site host as described in Section 15 “Required Application Documents: Vehicles”.

13.16.3. If a 3rd party is the applicant and site host who will maintain and operate the vehicles: the applicant must be able to provide evidence of a contractual agreement with the LEA as described in

Section 15 "Required Application Documents: Vehicles".

13.16.4. If the LEA is the applicant and site host: this requirement is not applicable.

14. Minimum Eligibility Requirements: Supplemental Charging Infrastructure

To be considered a complete application and to be evaluated as set forth in Section 18 "Competitive Evaluation Criteria: Supplemental Charging Infrastructure", the following requirements must be met:

14.1. **Ability to Comply with General Provisions**: The General Provisions are provided as FOA Attachment A.

14.2. **Ability to Comply with Fossil Fuel Policy**: The Fossil Fuel Policy is provided as FOA Attachment B.

14.3. The applicant must have an established Employer Identification Number ("EIN", sometimes referred to as a "taxpayer identification number," or "TIN") when the application is submitted.

14.4. **Compliance with Relevant Certifications, Licenses, and Requirements**: The Grantee shall be responsible for compliance with the following:

14.4.1. **Authority to Operate in Maryland**: All work performed on behalf of the Grantee pursuant to a Grant Agreement shall be carried out by the Grantee's staff and contractors holding all necessary Maryland certifications and licenses. Any business or nonprofit organization operating in Maryland with which the Grantee contracts or partners to carry out the purposes of the Grant shall be registered and in good standing with the Maryland State Department of Assessments and Taxation[10], if applicable.

14.4.2. All work performed pursuant to a Grant shall comply with all applicable local, State, and federal building codes and other applicable laws and regulations, including but not limited to:

14.4.2.1. Maryland Department of Agriculture's (MDA) EVSE Registration Program. If applicable and to learn more, visit MDA's program page[11] to review specific EVSE Registration

[10] https://dat.maryland.gov/pages/default.aspx
[11] https://mda.maryland.gov/weights_measures/Pages/EVSE_Registration.aspx

program requirements surrounding National Type Evaluation Program (NTEP) Certificates of Conformance.

14.5. **Nonprofit applicants only**: Ability to provide a letter from the Internal Revenue Service attesting to the tax-exempt status of the organization. If a letter from the Internal Revenue Service attesting to tax exempt status is not available, an applicant may provide alternative documentation for MEA to review on a case-by-case basis.

14.6. **Prior Expenses Restrictions**: MEA will not disburse grant funds for costs incurred prior to the Effective Date of the Grant Agreement unless MEA agrees otherwise in writing.

14.7. **Duplicate Funding Restrictions**:

14.7.1. An applicant cannot receive more than one MEA incentive for the same project scope at the same location, including stacking funding from the MEA Clean Fuels Incentive Program (CFIP), MEA Alternative Fuel Infrastructure Program ("AFIP"), the MEA Community Electric Vehicle Supply Equipment (EVSE) Grant Program, or the MEA Medium-Duty and Heavy-Duty Zero-Emission Grant Program ("MHD ZEV Grant Program").

14.7.2. An applicant is ineligible for MEA funding for the same project scope at the same location, if the applicant has secured or applied for funding from another Maryland state-funded program, such as the State's VW Environmental Mitigation Trust Fund.

14.8. **Ability to Enter into a Grant Agreement**: Each applicant awarded a grant under the Program must enter into a formal Grant Agreement with MEA, before requesting payment of any grant funds.

14.9. **Grant Implementation Period**: Any project funded under the Program must complete the project, including all milestones and required reporting documents, within approximately **24** months of an executed grant agreement.

14.10. If MEA determines that any activity undertaken violates or conflicts with the Grant Agreement, MEA may rescind the Grant or take any other appropriate action, as determined by MEA.

14.11. **Applicant requesting a grant greater than $1,000,000 only**: The applicant must be able to provide, if asked, the most recent two years' audited, reviewed or compiled financial statements.

14.12. **Project Narrative**: The applicant must be able to provide a Project Narrative as described in Section 16 "Required Application Documents: Supplemental Charging Infrastructure".

14.13. **Contractual Agreement or Letter of Commitment: On-Road and Off-Road Vehicles Only**

14.13.1. If the applicant is the commercial or industrial user of the charging infrastructure and the site host is a 3rd party who will maintain and operate the charging infrastructure: the applicant must provide a letter of commitment as described in Section 16 "Required Application Documents: Supplemental Charging Infrastructure".

14.13.2. If the commercial or industrial user of the charging infrastructure is the site host who will maintain and operate the charging infrastructure and the applicant is a 3rd party: the applicant must be able to provide evidence of a contractual agreement with the site host as described in Section 16 "Required Application Documents: Supplemental Charging Infrastructure".

14.13.3. If a 3rd party is the applicant and site host who will maintain and operate the charging infrastructure: the applicant must be able to provide evidence of a contractual agreement with the commercial or industrial user of the charging infrastructure as described in Section 16 "Required Application Documents: Supplemental Charging Infrastructure".

14.13.4. If the commercial or industrial user of the charging infrastructure is the applicant and site host: this requirement is not applicable.

14.14. **Contractual Agreement or Letter of Commitment: Electric School Buses Only**

14.14.1. If the applicant is the LEA and the site host is a 3rd party who will maintain and operate the charging infrastructure: the applicant must provide a letter of commitment as described in Section 16 "Required Application Documents: Supplemental Charging Infrastructure".

14.14.2. If the LEA is the site host who will maintain and operate the charging infrastructure and the applicant is a 3rd party: the applicant must be able to provide evidence of a contractual agreement with the site host as described in Section 16 "Required

Application Documents: Supplemental Charging Infrastructure".

14.14.3. If a 3rd party is the applicant and site host who will maintain and operate the charging infrastructure: the applicant must be able to provide evidence of a contractual agreement with the LEA as described in Section 16 "Required Application Documents: Supplemental Charging Infrastructure".

14.14.4. If the LEA is the applicant and site host: this requirement is not applicable.

14.15. **Hardware**

14.15.1. SAE J1772, North American Charging Standard (NACS)/SAE J3400 connector, Combined Charging System (CCS), or CHAdeMO

14.15.2. Hardware must be new - no repurposed or refurnished equipment (e.g. any equipment that was returned, previously used, or used as display)

14.15.3. Must be NEMA 3R rated (outdoor rated hardware)

14.16. **Software**

14.16.1. If the charger is networked, the software must use and comply with the Open Charge Point Protocol (OCPP) 1.6 or newer.

14.16.2. System user interface must offer multiple language options

14.17. **Warranty**

14.17.1. All EVSE and related equipment must carry a minimum 5-year warranty. Grantees must submit proof of warranty registration once warranty is purchased and is being submitted for reimbursement as an invoice to MEA.

14.18. **Signage**

14.18.1. All signage must comply with applicable local, state, and federal laws, ordinances, regulations, and rules, including the Accessibility and Americans with Disability Act (ADA)

14.18.2. On-site signage must clearly identify EV charging locations, as well as indicate that the parking is reserved for EVs only.

14.18.3. A phone number must be prominently displayed for end users to call for maintenance concerns.

14.19. **Reliability**

14.19.1. EVSE ports are expected to maintain a high level of operational uptime on a consistent basis. In line with the National Electric Vehicle Infrastructure (NEVI) uptime requirements, MEA will require 97% uptime. MEA reserves the right to review EVSE performance reports to assess system reliability. If uptime fails 97%, the recipient may be required to submit a remediation plan outlining steps to improve performance. Uptime data must be included in quarterly progress reports post project commissioning for five years. In cases of persistent underperformance or failure to implement corrective measures, MEA may consider actions including reimbursement of funds, adjustments to future disbursements, or consideration of performance in future funding decisions.

14.19.2. All equipment must be maintained in safe and operable condition, with repairs within 15 business days of issue identification.

14.19.3. A customer support telephone number must be prominently displayed on or near charging equipment, accessible to customers during all hours of operation. The customer support service should be able to dispatch or otherwise provide immediate assistance to address operational problems at the charging station, including rebooting the system if necessary.

14.19.4. Performance Payments and Reliability Provisions: MEA prioritizes reliable and available charging. As part of this Program, for Third Party Owner Operators, MEA at its sole discretion may disburse 90% of the grant amount upon successful installation and commissioning of the EVSE, with 10% of the grant amount disbursed as a performance payment upon demonstrating uptime requirements over a two year period.

14.20. **Projects must take the following design aspects into consideration:**

14.20.1. Project location,
14.20.2. Proximity to power,
14.20.3. Mounting approach,
14.20.4. Current EV charging demand,
14.20.5. Future EV charging demand (including future-proofing),
14.20.6. Pedestrian accessibility and safety,
14.20.7. Physical protection (curbs, wheel stops, setbacks, bumper guards, bollards, etc),
14.20.8. Accessibility and Americans with Disability Act (ADA) compliance when feasible (please refer to the US Access Board’s Design Recommendations for Accessible Electric Vehicle Charging Stations report for more information),
14.20.9. Parking space dimensions,
14.20.10. Parking lot water management (drainage, storm runoff, flooding, etc),

14.20.11. Signage and wayfinding (please refer to the US Department of Energy's Alternative Fuels Data Center website and Maryland Manual on Uniform Traffic Control Devices for more information),
14.20.12. Lighting,
14.20.13. Security (anti-theft, anti-tamper, vandalism, etc.),
14.20.14. Equipment sizing,
14.20.15. Networked versus Non-Networked EVSE Systems,
14.20.16. Payment methods,
14.20.17. Pricing,
14.20.18. Insurance,
14.20.19. Warranty,
14.20.20. Operations and Maintenance (O&M),
14.20.21. Public access or reduced access EVSE, and
14.20.22. Community outreach and education.

14.21. **Inspections**

14.21.1. MEA may periodically inspect project sites post-commissioning at its discretion to ensure program requirements are met, status of equipment operability, and proper installation.

14.22. **EVSE Payment**

14.22.1. EVSE systems must accept multiple and commonly used forms of payment. EVSE payments shall not be completed solely through a phone application.

15. <u>Required Application Documents: Vehicles</u>

To be considered complete, an application must include the following documents. Failure to submit any of the required documents may result in the application being considered incomplete. MEA will not consider applications it deems incomplete. Each application to the Program must include the following:

15.1. **Application**: Applicant must provide a complete and accurate application.

15.2. **Self-Verification of Minimum Eligibility**:

15.2.1. The applicant's authorized representative must sign an attestation of the following, and provided as Attachment C of this FOA:

15.2.1.1. I have reviewed the General Provisions.
15.2.1.2. I have reviewed the Fossil Fuel Policy.
15.2.1.3. I have reviewed all requirements of this program, as specified in this Funding Opportunity Announcement.
15.2.1.4. To the best of my knowledge, all information provided in this application is complete, accurate, and true, and all work

performed pursuant to a Grant ~~shall~~ will comply with the terms and conditions of the Program, the General Provisions, the Fossil Fuel Policy, and all applicable local, state, and federal laws, regulations, and building codes.

15.2.1.5. All information provided in the future in connection with this application will be complete, accurate, true and compliant with the terms and conditions of the Grant Program. Information will be corrected and updated as necessary. This obligation is binding on all representatives of the applicant.

15.2.2. MEA may request documentation confirming the authorized representative.

15.3. **IRS Form W9**: The applicant must provide a complete, accurate, and signed IRS Form W9 for the entity that will be executing the grant. The IRS Form W9 organization name, address, and employer identification number ("EIN", sometimes referred to as a "Taxpayer Identification Number," or "TIN") will be used to execute a grant agreement, if the project is selected for a grant. The applicant's name and address provided on the IRS Form W-9 and on the application must match, and the address must be the billing address (rather than the project installation address or mailing address, if different). A blank copy of the most recent IRS Form W9 can be found on the IRS Form W9 webpage[12].

15.4. **Certificate of Good Standing**: The applicant must provide documentation demonstrating that any business or nonprofit organization operating in Maryland with which the applicant will contract or partner to carry out the purposes of the Grant is registered and in good standing with the Maryland State Department of Assessments and Taxation[13], if applicable. Instructions on how to obtain a Certificate of Good Standing are available on SDAT's website.

15.5. **Nonprofit applicants only**: Applicants must provide a letter from the Internal Revenue Service attesting to the tax exempt status of the organization. If a letter from the Internal Revenue Service attesting to tax exempt status is not available, an applicant may provide alternative documentation for MEA to review on a case-by-case basis.

[12] https://www.irs.gov/forms-pubs/about-form-w-9
[13] https://dat.maryland.gov/pages/default.aspx

15.6. **Applicant requesting a grant greater than $1,000,000 only**: The applicant may be asked to provide the most recent two years audited, reviewed or compiled financial statements. An electronic link to audited financials, such as a copy of a single line audit, may be provided in lieu of a hard copy.

15.7. **Project Narrative**: the applicant must respond to the following prompts directly in the MyMEA **online application**:

15.7.1. Project Overview Part 1 of 3:

15.7.1.1. Charging/Fueling Location, Ownership of Charging/Fueling Location, Accessibility of Charging/Fueling Location

15.7.1.2. Describe any prior experience with managing a fleet of Zero-Emission Vehicles.

15.7.1.3. Describe the maintenance plan for the proposed ZEV's (in-house, 3rd party company, etc.)

15.7.2. Project Overview Part 2 of 3:

15.7.2.1. Provide any details related to project readiness.

15.7.2.2. Provide commitment to operating Zero Emission Vehicles in the future.

15.7.2.3. Provide a summary of policies related to the deployment of Zero-Emission Vehicles.

15.7.3. Project Overview Part 3 of 3:

15.7.3.1. Please identify any additional funding sources (e.g., federal) being pursued for the project, and indicate whether the project's completion is contingent upon securing the funds. (If selected at the beginning of application).

15.7.3.2. Provide a summary of additional safety features of the Zero-Emission Vehicles.

15.8. **Vendor Quotes and Technical Specification Sheet(s)**

15.8.1. Vendor quote for the proposed ZEV.

15.8.2. Vendor quote for the equivalent conventional vehicle.

15.8.3. Technical specification sheet (s) for the proposed ZEV to confirm gross vehicle weight rating (GVWR) requirement of the Program.

15.9. **Vehicle Lease Documents** (if applicable): Upload the master lease agreement for the vehicles, detailing the maintenance schedule, warranty period, and other terms and conditions of the lease between the lessee and lessor.

15.10. **Evidence of a Contractual Agreement** (if applicable):

15.10.1. **On-road or Off-road Vehicles**: provide evidence of a contractual agreement between the commercial or industrial user of the vehicles and the site host maintaining and operating the vehicles if this is required according to Section 13 "Minimum Eligibility Requirements: Vehicles".

15.10.2. **Electric School Buses**: provide evidence of a contractual agreement between the LEA and the site host maintaining and operating the vehicles if this is required according to Section 13 "Minimum Eligibility Requirements: Vehicles"

15.11. **Letter of Commitment** (if applicable):

15.11.1. **On-road or Off-road Vehicles**: provide letter of commitment between the commercial or industrial user of the vehicles and the site host maintaining and operating the vehicles if this is required according to Section 13 "Minimum Eligibility Requirements: Vehicles"

15.11.2. **Electric School Buses**: provide letter of commitment between the LEA and the site host maintaining and operating the vehicles if this is required according to Section 13 "Minimum Eligibility Requirements: Vehicles"

16. Required Application Documents: Supplemental Charging Infrastructure

16.1. **Project Narrative for EV Charging**:

16.1.1. The applicant must provide a detailed overview of the project's scope of work and plans for project execution with specific tasks, milestones, deliverables, project timeline, and project partners.

16.1.2. The applicant must provide the number of chargers, number of ports, make, and model of proposed EVSE.

16.2. **EVSE Specification Sheets**: the applicant must provide specification sheets for the equipment described in the Project Narrative.

16.3. **Budget Workbook for EV Charging**: the applicant must include details on total anticipated project costs and fill in the spreadsheet on how the applicant intends to use grant funds. It **must** include the following:

16.3.1. **Total Budget Breakdown**: Applicants must provide a detailed explanation of the applicant's plan to finance the project costs of each EVSE installation. If the applicant is applying for additional grants, rebates, financing, or loans, from other governmental or utility programs, please specify anticipated amounts and timelines.

Applicants must utilize the FY 2027 Budget Workbook available on the MHD ZEV Grant Program webpage.

16.4. **Vendor Quotes for EV Charging**: the applicant must provide official quotes/estimates from installation contractors, equipment/material suppliers, and service providers for **each** EVSE system requesting program funding.

16.5. **Evidence of a Contractual Agreement** (if applicable):

16.5.1. **On-road or Off-road Vehicles**: provide evidence of a contractual agreement between the commercial or industrial user of the charging infrastructure and the site host maintaining and operating the vehicles if this is required according to Section 14 "Minimum Eligibility Requirements: Supplemental Charging Infrastructure".

16.5.2. **Electric School Buses**: provide evidence of a contractual agreement between the LEA and the site host maintaining and operating the charging infrastructure if this is required according to Section 14 "Minimum Eligibility Requirements: Supplemental Charging Infrastructure"

16.6. **Letter of Commitment** (if applicable):

16.6.1. **On-road or Off-road Vehicles**: provide letter of commitment between the commercial or industrial user of the vehicles and the site host maintaining and operating the charging infrastructure if this is required according to Section 14 "Minimum Eligibility Requirements: Supplemental Charging Infrastructure"

16.6.2. **Electric School Buses**: provide letter of commitment between the LEA and the site host maintaining and operating the charging infrastructure if this is required according to Section 14 "Minimum Eligibility Requirements: Supplemental Charging Infrastructure"

17. Competitive Evaluation Criteria: Vehicles

17.1. The Evaluation Team will competitively evaluate each application meeting the "Minimum Eligibility Requirements: Vehicles" of this FOA using the following criteria ("Competitive Evaluation Criteria: Vehicles"). MEA will base grant selections on the ranking of applications from highest score to lowest score, subject to Program funding availability.

Table 3. Competitive Evaluation Criteria: Vehicles

Criteria	Description	Points Available
Cost Effectiveness	Represents the cost effectiveness of the project, calculated as MEA award dollars per metric ton of CO2e avoided ($/MTCO2e). CO2e reductions are estimated using the applicant-provided vehicle miles travelled or hours of use, and the AFLEET tool.	**40**
Purchased	Preference will be given to vehicles that are purchased rather than leased, as demonstrated evidence of a long-term commitment to integrating ZEVs into the applicant's fleet.	**12**
Environmental Justice (EJ) Score	Preference will be given to qualified medium- or heavy-duty zero-emission vehicles that will be owned or operated by entities conducting business activities that impact public health, the environment, or infrastructure in overburdened communities, as defined in § 1–701 of the Md. Code, Environment Article.	**12**
Additional safety features	Evaluates the inclusion of additional safety features such as automatic emergency braking, lane assist, blind spot monitoring, intelligent speed assistance, and rear or side underride guards.	**6**
Applicant's Qualifications and Experience	Represents what additional GHG reduction goals the applicant has for their fleet; coordination with utilities or other stakeholders; and experience working with ZEVs.	**15**
Project Feasibility	Evaluates innovative technologies, project concepts, and partnerships; the target audience and anticipated community impact; the overall cohesiveness and quality of the application and project narrative.	**15**
	Total	**100**

18. Competitive Evaluation Criteria: Supplemental Charging Infrastructure

18.1. The Evaluation Team will competitively evaluate each application meeting the "Minimum Eligibility Requirements: Supplemental Charging Infrastructure" of this FOA using the following criteria ("Competitive Evaluation Criteria: Supplemental Charging Infrastructure"). MEA will base selections for supplemental funding on the ranking of applications from highest score to lowest score, subject to Program funding availability and subject to selections to grant selections for vehicles:

18.1.1. Only applications selected for a grant for vehicles will be eligible for supplemental funding for charging infrastructure. Therefore, MEA may not select an application for supplemental funding for charging infrastructure despite its ranking, and the application ranked next may be selected instead.

Table 4: Competitive Evaluation Criteria: Supplemental Charging Infrastructure

Criteria	Description	Points Available
Application Quality	The applicant has provided a detailed description of the charging infrastructure project.	**10**
Project Cost and Funding Request	The applicant has provided a clear and detailed budget workbook outlining the total project cost and how requested charging infrastructure will be financed. If the applicant is applying for additional grants, rebates, financing, or loans, from other governmental or utility programs, please specify anticipated amounts and timelines.	**30**
Project Planning/Schedule	The applicant may provide a concept plan of the project schedule detailing major tasks and milestones.	**20**
Project Communication and Partnerships	The applicant has identified all project partners and contractors or subcontractors participating in project development. Applicant has provided letters of commitment describing partnerships or contracts (draft or final) should the applicant receive funding.	**10**
Project Feasibility	The application includes a detailed overview of the project's scope of work and plans for project execution with specific tasks, milestones, deliverables, project timeline, and project partners. The application makes a strong case for how it will implement planning, procurement, construction, and overall project management.	**30**
Total		**100**

19. <u>Review Process:</u>

19.1. MEA will evaluate each application package. The evaluation includes review steps described below.

19.1.1. Program Staff Eligibility Review: The MEA Program Staff reviews the application for eligibility for a grant according to Section 13 "Minimum Eligibility Requirements: Vehicles" listed in this FOA. When applicable, the MEA Program Staff reviews the application for eligibility for supplemental funding according to Section 14 "Minimum Eligibility Requirements: Supplemental Charging Infrastructure" listed in this FOA. MEA Program Staff may request additional information. An applicant that does not meet the Minimum Eligibility Requirements will be contacted to submit missing information and the application will be ready for evaluation.

19.1.2. Evaluation Team Member Individual Review: The Evaluation Team will be made up of MEA staff or other individuals. Each Evaluation Team member reviews and scores each application according to the "Competitive Evaluation Criteria: Vehicles" established in this FOA in Section 17. When applicable, each Evaluation Team member reviews and scores each application according to the "Competitive Evaluation Criteria: Supplemental Charging Infrastructure" established in this FOA in Section 18.

19.1.3. Evaluation Team Group Review and Grant Recommendations: The Evaluation Team convenes for a group review of their scores and makes grant recommendations.

20. <u>Full, Partial, and Augmented Grants:</u>

20.1. A fully funded grant is a grant amount offered that is the amount calculated when the formula described in Section 8 "Grant Amount" is applied. The following stipulations apply to fully funded grants:

20.1.1. The funding formula must be applied correctly; if the applicant applied it incorrectly, it will be adjusted.

20.1.2. Funding will be awarded only for eligible measures; ineligible measures will not be funded.

20.2. A partially funded grant is a grant amount offered that is less than the amount calculated when the formula described in Section 8 "Grant Amount" is applied. Partial grants are possible under this Program. The following are possible reasons for giving partial grants:

20.2.1. If the program fund balance is insufficient to offer a fully funded grant, there may be one grant that is offered the remaining budget, until grant funds are exhausted.

20.2.2. If funding amount and project outcomes can be scaled down at a proportional rate, one or more grants may be offered partial funding.

20.2.3. There may be additional reasons, at MEA's discretion.

20.3. An augmented grant is a grant amount offered that is greater than the amount calculated when the formula described in Section 8 "Grant Amount" is applied. Augmented grants are possible under this program. The following are possible reasons for offering augmented grants:

20.3.1. If funding amount and project outcomes can be scaled up at a proportional rate, one or more grants may be offered augmented funding.

20.3.2. There may be additional reasons, at MEA's discretion.

21. Payment and Reporting:

The following requirements apply to each grantee:

21.1. Electronic Payments: Participation in MEA grant programs is voluntary. To ensure the secure transmission of grant funds, each grantee is **required** to receive electronic payments from the State of Maryland. Electronic payments are set up through the State of Maryland's Comptroller's Office. Each grantee must fill out and submit the "ACH/Direct Deposit Authorization for Vendor Payments Form X-10"[14] to the Comptroller's Office via the submission methods outlined in the X-10 form. ACH/Direct Deposit Authorization for Vendor Payment Form X-10 cannot be sent to MEA. Failure to submit ACH/Direct Deposit Authorization Form X-10 may result in payment being delayed. If an applicant is unable to receive ACH/Direct Deposit payments, MEA may make an exception to this requirement on a case-by-case basis.

21.2. Reporting and Invoicing: Each grantee must ensure timely and current compliance with the Program's reporting and invoicing requirements. The Program reporting requirements will be specified in the grant agreement.

21.3. **1099-G Form**: Grants issued by the State of Maryland may be taxable and may result in the issuance of a 1099-G form to the grant recipient. As the MEA is unable to give tax advice, any tax-related questions should be directed toward a qualified tax professional.

22. Application Submission Instructions:

[14] https://www.marylandcomptroller.gov/content/dam/mdcomp/md/state-accounting/forms/GADX10Form.pdf

22.1. To apply using My MEA:

22.1.1. Navigate to the My MEA Portal here[15] and select 'Login' on the top right of the page.

22.1.2. Create an account by following the instructions on the page.

22.1.2.1. Complete the questions using your institution's information.

22.1.2.2. You will need to verify your account via email.

22.1.3. On the My MEA home page, click the FY27 Medium-Duty and Heavy-Duty Zero-Emission Vehicle Grant Program.

22.1.4. Review the information on the page and select "Apply' when ready.

22.1.4.1. Complete the application with the required information. An application can be saved for later.

22.1.4.2. Upload all the required documents.

22.1.5. Applicants can track application status in the portal and may receive update emails as necessary.

23. Questions:

Applicants can direct questions not answered by this FOA to MEA by sending an email to transportation.mea@maryland.gov.

24. Attachments:

24.1. Attachment A: MEA General Provisions
24.2. Attachment B: MEA's Fossil Fuel Policy
24.3. Attachment C: Self-Verification of Minimum Eligibility
24.4. Attachment D: Semi-Annual Operation Report Template
24.5. Attachment E: EV Charging Only - Budget Workbook

[15] https://mea.maryland.gov/